

MISCELLANEOUS.

REVOLUTIONARY REMINISCENCE.

In the early part of the Revolutionary war, a sergeant and 12 armed men undertook a journey through the wilderness in the State of New Hampshire. Their route was remote from any settlements, and they were under the necessity of encamping over night in the woods. In the early part of our struggle for independence the Indians were numerous, and did not stand idle spectators to a conflict carried on with so much zeal and ardor by the whites. Some tribes were friendly to our cause, while many upon our border took part with the enemy, and were very troublesome in their savage kind of warfare, as our countrymen often learnt from the woful experience of their midnight depredations. The leader of the above mentioned party was well acquainted with different tribes; and from much intercourse with them previous to the war, was not ignorant of the idiom, physiognomy, and dress of each, and at the commencement of hostilities was informed for which party they had raised the hatchet.

approached till within a short distance, they then halted, took deliberate aim, discharged their pieces upon unarmamented logs, gave the dreadful war whoop, and instantly rushed forward with tomahawk and scalping knife in hand, to despatch the living and obtain the scalps of the dead. As soon as they had collected in close order, more effectually to execute these horrid intentions, the party of the sergeant, with unerring aim, discharged their pieces, not on logs but on perfidious savages, not one of whom escaped destruction by the snare into which their own cowardly and bloodthirsty disposition had led them.

THE VIRGINIA MOUNTAINEER IN THE REVOLUTION.—The Virginia mountaineer of the eighteenth century was one of the most picturesque and notable figures of the epoch. He or his father had turned his back on tide-water settlements, and resolutely set out to penetrate that debatable land and "bloody ground," the region West of the Blue Ridge, intent, like Cooper's Leatherstocking, on "securing more elbow room." The mountaineer was tall, stalwart, sparing of speech, entirely fearless, inured to hardship, of the race that extends civilization in new lands, preparing the way for others to enjoy what he wins from the wilderness and the savage. His sole possessions were a rifle and an ax. With the ax he felled trees, and built his rude cabin in some gash of the Alleghenies, on the farthest outpost of civilization. He provided venison and bear meat with his rifle, or defended wife and children from massacre by the savages. The story of these bloody combats, as we read it in the old provincial history by Samuel Kercheval, is rich in romance, tragedy, and exhibitions of the coolest courage. The mountaineer did not know the meaning of the word fear and everything about him was in accord with his surroundings. He was liberal, open-hearted—as guileless and unsuspecting, indeed, as a child, but tougher manhood never dwelt in human breast. The fibre of his character easily stood any strain upon it, and he endured patiently and cheerfully all hardships. It was to this class of men that Washington looked, not to Braddock's "regulars," on the march to Fort Duquesne, and in the bloody engagement there, as in all the long arduous years of border war; and they formed the *corps d'élite* of the little Virginia army, under General Andrew Lewis, which broke the power of the savage tribes in 1774, at the battle of Point Pleasant, on the Ohio. When the Revolution began, they appeared as "Morgan's Riflemen," in front of Boston, clad in fringed hunting-skirts, belts of wampum, and moccasins, with "Liberty or Death" on their breasts, every man grasping his long rifle; and they fought throughout the war with unflinching courage and endurance, from Quebec to the Cowpens.—John Estlin Cook, in Harper's Magazine for June.

President Grant and his family were treated to the pleasure of a genuine scare last week. A young gentleman and his tutor, who had just returned from Europe, arrived in this city and put up at Willard's hotel. Having left some of their baggage in the Custom House in New York, they concluded to draw up such an affidavit as they thought necessary to get it released. They began: "Washington, May 28, 1876. 'I (giving his name), hereby swear that the box containing—' When they got this far they were unable to remember exactly what was in the box, and so gave up making the application. They left the city for Baltimore, and left the unfinished application lying on the table at the hotel. Some wag accidentally got hold of it, and continued the writing, adding the following to it: "The dynamite fixtures arranged for the purpose of blowing up the present administration was carefully deposited under the White House on Sunday night the 28th. It is so arranged that it will explode on the night of the 30th of May, at 11:30 o'clock. Hoping that it will perform its work successfully, I am yours," etc. He then gave the paper to a friend, who hurried around to the White House with it. The scene that followed there was a lively one. Instant search was at once made inside and outside of the house, and a long time spent in moving every article under or behind which the infernal machine might have been placed, but of course without avail. The matter was then placed in the hands of the detectives, who traced the two gentlemen to Baltimore, where they were going to arrest them. The gentlemen, ignorant of any wrong, were going to drive the detectives arrested, when another lively scene took place. An explanation was finally had, the discrepancy between the two handwritings shown, and the detectives left, looking as if they had been sold.

THE PUBLIC DEBT.—The fiscal year 1876 has closed, and the surplus revenue, as shown by a comparison of the public debt statements, is \$202,717,811. This comes within a very unimportant sum of responding to the most rigorous interpretation which can be given to the sinking fund law. The expenditures, exclusive of interest on the debt, which were reduced in 1875, \$7,089,147 below those of 1874, and \$8,208,758 below those of 1873, are still further reduced in 1876 seven millions more, so that they are now sixteen millions below the total of 1873. This is outside the reduction in the interest account, and also premiums paid on bonds purchased. Taking these two items together, we should have, additional to the sums above stated, a saving of about ten millions from the corresponding expenditures of 1873, nine millions from those of 1874, and about three millions from those of last year. Exact

figures cannot be given until the final revision of the treasurer's receipts and payments, and the closing of the books for the fiscal year, for which we shall have to wait forty days. A nation which finds itself at the end of the year with a clear surplus of twenty-nine and a quarter millions applicable to the payments of its debts, cannot be truly said to be on the verge of bankruptcy.

The Great East River Bridge.

The work upon the Brooklyn bridge seems, to many, to occupy much more time than is necessary, and it is difficult to comprehend the vastness of the undertaking. But one visit to the ground, a glance at the plans and drawings, and a few minutes' conversation with the engineer in charge, will convince the most skeptical of the colossal character of the enterprise, and that there is no unreasonable delay. The immense blocks of stone, weighing four or five tons or more, swinging in the air, as they are lifted to such a dizzy height; the incessant creaking of the derricks which lift them; the shouts of the foremen as they give their directions; the constant ring of the mason's trowel and the buzz consequent upon the assembling of such a large number of busy laborers, and the working of so many machines, will carry the conviction, as the eye rests upon four enormous structures—the towers and anchor piers—that much time is necessary to the completion of a work so gigantic and important. The details given by the engineer show that the work is carried on from day to day, with great care and exactness, and that it would be almost impossible to hasten what ought to be done slowly and with care to make success sure.

The preparatory work on the masonry of the different piers is now drawing to a close, and the suspension of the temporary bridge, it is now expected, will be begun about the first of August. The manufacturing of the cables has been given to a Brooklyn firm, and it is supposed that the work will be ready for them by the time that they are completed. It is estimated that it will take about two weeks longer to get the masonry in readiness, and that by the end of the month the derricks will be raised and a part of the necessary machinery erected upon the tops of the piers. A foot bridge will be thrown across the river about 200 feet above the water. Upon this the workmen will pass back and forth, suspending and arranging the parts of the temporary bridge, which will precede the final super-structure, and looking very much like spiders upon a single thread weaving a tremendous web. When the cables are stretched they will be fastened to the anchorage piers, where they will be made fast to immense chains built into the masonry. These chains are in themselves a marvel of construction. They are called chains because composed of links, but each link is nearly 15 feet long, 3 by 9 inches square, and there are from 8 to 10 of them, lying parallel and side by side in each chain, bolted one to another.

There are four such chains, having in all 56 links or bars, the total weight of iron being 1,000,000 pounds in each anchorage pier. Each one of these piers covers six city lots and contains nearly 30,000 cubic yards of solid masonry. In all the piers the blocks of granite are laid with narrow spaces between them, which are filled with concrete well beaten down, leaving no cavities, and forming a mass of matter when the concrete has hardened, as remarkable for its solidity as its size. The engineer thinks that the bridge can be completed in three or four years, and says that less time should not be expected.

HOW PARIS IS SUPPLIED WITH WATER.—Paris has just completed the gigantic works destined to supply its inhabitants with fresh water for drinking. Some idea of their magnitude (they were begun in 1869) may be formed from the fact that the distance to be traversed by the water before its arrival in Paris is about 150 miles. Along the whole of the route it was necessary to so conduct the water that it should not anywhere be exposed to the air, and the gigantic aqueduct is thus very different in its appearance, or rather in its concealment, from the vast stone channels which brought the supply into ancient Rome. During the years of the war the works were interrupted and it was not until a short time ago that the immense pipes began to pour their contents into the new reservoir on the heights of Montsouris. They are now working regularly, and discharge each day a volume of some 75,000 cubic yards of water, or about ten millions of gallons. The huge reservoir is under ground, covered by a shield of turfed earth, and nothing is to be seen externally of the mysterious depths beneath, which already furnish the fashionable quarters, and will soon supply all parts of the capital with unimpugnably pure water.

THE RESURRECTION PLANT.—The botanical name for the Resurrection Plant—sometimes called the Rose of Jericho—is *Anastatica hieracifolia*. It is an annual, indigenous to the Egyptian deserts. When full grown it contracts its rigid branches into a round ball, and is then tossed about by the winds. When it alights in water, or on damp ground, the branches relax and open out, as if its life were renewed—hence its name of Resurrection Plant. One of the superstitious tales told of it is, that it first bloomed on Christmas Eve, to salute the birth of the Redeemer, and paid homage to His resurrection by remaining expanded till Easter. These plants may be bought in a dry state, and will thus remain for any length of time, but will always expand when placed in a saucer of water.

Land for Immigrants. CHOICE FARMS FOR SALE. 4,000 ACRES, In Quantities to Suit Purchasers

230 ACRES, due south and adjoining the Railroad Depot at Salem, all under cultivation, and suitable for grain or vegetables.

948 ACRES, four miles southeast of Salem, on the railroad, with Mill Creek running through it. This is the richest farming land in Marion county, with two springs, one flowing in part of the old factor donation claim, on which I raised the present year fifty bushels of wheat and three tons of timothy per acre. The first crop of oats ever raised on part of this land measured thirty-four bushels per acre, grain selected and cleaned, valued by Mr. Alfred Stanton, of Salem.

2700 ACRES of fertile and light brushland, with timber for burning purposes, located by the Willamette river for four miles, beautiful lake on the east, best facilities all along the river, comprising four miles north of Salem, all choice grazing land—the richest and most valuable body of land to be found in the Willamette valley to be purchased by a colony. To be sold from \$15 to \$25 per acre. This land will all be immediately surveyed, and can be sold in larger or smaller tracts, to suit purchasers. It can be subdivided to the best possible advantage, and I can offer any portion or portions, or whole of persons, desiring to purchase, on reasonable terms, and can be sold in larger or smaller tracts, to suit purchasers. It can be subdivided to the best possible advantage, and I can offer any portion or portions, or whole of persons, desiring to purchase, on reasonable terms, and can be sold in larger or smaller tracts, to suit purchasers. It can be subdivided to the best possible advantage, and I can offer any portion or portions, or whole of persons, desiring to purchase, on reasonable terms, and can be sold in larger or smaller tracts, to suit purchasers.

THOMAS CROSS. Salem, Nov. 9, 1875.

Copartnership.

JOHN MINTO, WALTER A. ADAMS, MINTO & ADAMS, BREEDERS OF

MERINO SHEEP.

PLEASE pleasure in offering to the Wool-growers of Oregon and the adjacent Territories, the chance to purchase THIRTY THOUSAND MERINOS, and as selling prices interested that they can, and will endeavor to sell sheep of the same quality and value at MORE CHEAPER PRICES than such can possibly be obtained. A examination and comparison with other wool secured in the market are cordially invited. Address: MINTO & ADAMS, Salem, Oregon.

N. B.—The Horns and Horns of the flock can be seen on the ISLAND FARM, adjoining Salem. The Eggs can be seen at the same place, or at the HILL FARM four and a half miles south of the city. Salem, September 30, 1875.

FURNITURE STORE.

I HAVE PURCHASED THE ENTIRE interest of Messrs. Yeaton & Loughery in the Furniture Store on the west side of Commercial Street, Salem, and shall keep on hand a GENERAL ASSORTMENT of goods for the retail trade.

FURNITURE & UPHOLSTERY Parlor & Chamber Sets.

BEDSTEADS, LOUNGES, ROCKERS, & C., By the set or single piece, Repairing and Jobbing DONE IN THE BEST MANNER. And at reasonable price, as I am a practical workman JOHN GRAY. Salem, July 12, 1875.

JOHN G. WRIGHT, Dealer in

FAMILY GROCERIES, Crockery and Glassware.

Wooden and Willow Ware, Tobacco and Cigars, COMMERCIAL STREET. Salem, April 20, 1875. d&wt

WM. ARMSTRONG, BOOT-MAKER, South Salem.

FARMERS CAN GET GOOD BOOTS MADE TO order for \$7.00 COIN. Give Me a Call. For Sale!

THE FINE RESIDENCE corner of Commercial and Division Streets, in desirable location, with house large, well finished, and convenient, arranged, and grounds tastefully ornamented. Will be sold VERY LOW and on accommodating terms. Apply to LEO WILLIS, 2nd Street, Patton's Block State St., SALEM.

CENTENNIAL MEMORIAL MEDALS.

struck in solid Alaska Plate, equal in appearance, wear and color, to SOLID SILVER OR GOLD. presenting a variety of beautiful Designs in Relief. These Medals are larger than a Silver Trade Dollar, being 1 1/2 inch in diameter, handsomely put up and sell readily at sight. The most valuable Souvenirs and Memorials ever issued. 1000 AGENTS WANTED in every City and Town in the U. S. and Canada, to whom catalogue RETAIL PRICES. For the Alaska Silver, 50 cts. Gilt, \$1. in fancy box. Usual discount to the Trade. A complete outfit of magnificent samples for agents, in satin or velvet lined tin cases, containing 800 medals, different designs, one gilt, suitable for Jewels, show windows, etc. sent on receipt of draft or Post-office Order for \$1, or will ship Express C. O. D. Descriptive Circular Price List and one sample sent upon receipt of 50 cts. immediate profits. Sell at all points. Correspondence solicited. Information given. Agents desired for enterprise. Address all communications to U. S. MEDALLION CO., 212 Broadway, P. O. Box 5270, New York.

REAL ESTATE LOANS.

OREGON AND WASHINGTON Trust Investment Company OF SCOTLAND. THIS Company is prepared to negotiate loans in sums from \$50 to \$20,000 secure over IMPROVED CITY PROPERTY and FARM LANDS, for fixed periods of years, or repayable by half-yearly instalments. For terms, apply to WILLIAM REID, Manager, 9 First Street Portland.

J. C. SEELTON, M. D. PHYSICIAN AND SURGEON, SALEM.

Oregon Office, front room on second floor of the N. O. Parrish brick, Commercial street. Residence, northwest corner Front and Division streets. Being a graduate of the Physico-Medical, or Currier College, Cincinnati, Ohio, we are purely reform in our practice, dispensing alike both mineral and vegetable poisons.

Stock Advertisements.

CAPTAIN JACK, THOROUGHBRED Stallion.

Will stand through April and May at my farm, ten miles south of Salem, on the road leading from Salem to Breen Vista, at the following low rates: \$10 for single service, \$25 for season, and \$50 for insurance; or I will breed a limited number of mares on shares.

CAPTAIN JACK is a bright bay, with black mane, tail, and feet, is fifteen and three-quarter hands high, and measured and will weigh, when fat, about 1250 pounds.

PEDIGREE:

Capt. Jack was sired by Jack Miner; dam Kate Barnett, by old Bileham grand dam, Flora Barnett, by Constellation, see "Yonitt on the Horse," p. 2, ed. by Warren's Messenger, he by Mambrino, he by Imported Messenger.

Farmers try a thoroughbred cross. G. G. GLENN. Mar. 1, 1876.

THOROUGHBRED STOCK.

B. E. STEWART & SONS, Importers and Breeders of Thoroughbred Shorthorn

HOLSTEIN CATTLE, Pure-bred Merino and Cotswold Sheep, Berkshire Hogs, and Fancy Fowls.

Our farms are situated one mile from North Yamhill Station, on Oregon Central Railroad. Address, North Yamhill, Yamhill Co., Oregon.

G. W. DIMICK, Hubbard, Marion Co., Breeder of Shorthorn and Devon Cattle, Berkshire Pigs & Light Brahma Chickens.

YOUNG STOCK OF ALL KINDS, FOR SALE for cash or on time, with good security. On Grove Stock Farm, July 21, 1876. 401

CENTENNIAL L. 1776. 1876. PROCLAMATION.

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PASSENGERS FOR CHICAGO, Niagara Falls, Pittsburg, Philadelphia, Montreal, Quebec, New York, Boston, or any point East, should buy their TRANSCONTINENTAL TICKETS Via the Pioneer Route.

Chicago and Northwestern Railway. THIS IS THE BEST ROUTE EAST.

Its Track is of STEEL RAILS, and on it has been made the FASTEST time that has ever been made in this country. By this route passengers for points east of Chicago have choice of the following lines from Chicago:

BY THE PITTSBURG, FORT WAYNE AND CHICAGO AND PENNSYLVANIA RAILWAYS: 3 THROUGH TRAINS DAILY, with Pullman Palace Cars through to Philadelphia and New York on each train.

1 THROUGH TRAIN, with Pullman Palace Cars to Baltimore and Washington.

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BY THE MICHIGAN CENTRAL GRAND TRUNK, GREAT WESTERN AND ELIE AND NEW YORK CENTRAL RAILWAYS: 3 THROUGH TRAINS, with Pullman Palace Drawing Room and Sleeping Cars, through to New York, to Niagara Falls, Buffalo, Rochester, or New York city.

BY BALTIMORE AND OHIO RAILROAD: 2 THROUGH TRAINS DAILY, with Pullman Palace Cars for Newark, Zanesville, Wheeling, Washington, and Baltimore, without change.

This is the SHORTEST, BEST, and only line running the Pullman celebrated PALACE SLEEPING CARS AND COACHES, connecting with Union Pacific Railroad at OMAHA, and from the WEST, via Grand Junction, Memphis, Cedar Rapids, Clinton, Sterling, and Dixon, to CHICAGO AND THE EAST.

This popular route is unsurpassed for speed, comfort, and safety. The smooth, well-balanced, and perfect track of steel rails, the celebrated Pullman Palace Sleeping Cars, the perfect Telegraph System of conveying time, the regularity with which they run, a comfortable arrangement for running through on a Chicago from all points West, secure to passengers all the comforts of modern Railway traveling. No change of Cars and no tedious delays at Termini.

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Tickets for sale in all the Ticket Offices of the Central Pacific Railroad.

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The Great Oregon Remedy for CHRONIC COUGHS, COLDS, AND OTHER Diseases of the Lungs.

IS PERFECTLY HARMLESS—CANNOT INJURE the most delicate. The pure syrup—a beautiful article—pleasant to the taste—prepared with great care—can be had at both FRIEDMAN'S and COX & BELL'S Drug Stores, Salem. 40212

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